

SELECTING AND JUDGING HORSES FOR MARKET AND BREEDING PURPOSES.

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INTRODUCTION.

Perhaps in no other one-line of work has there been such a lack of systematic study among farmers in America and in the practical application of known principles as in horse breeding. Farmers throughout the entire country have practiced haphazard methods of breeding for many years. They simply bred and reared horses without any regard whatever to the demands of the consumer. There is but one outcome to any business which is carried on without any definite purpose or object in view. Sooner or later a crisis will come. During the years of 1893 to 1896, inclusive, the farmers of this country were taught a valuable lesson pertaining to the advisability of breeding horses at random. Nearly every farmer in this country had unsalable horses on his farm—horses that while sound, or practically so (good, useful animals for certain purposes), at the same time were of no class, and which could not be sold even at very low figures. As a result of this depression farmers came to the conclusion that the horse market was gone forever, and they quit breeding and disposed of their surplus stock by selling at low figures, giving away or destroying their horses, in fact anything to get rid of them. In a few years these same men were in the market as horse buyers, when horses were very scarce and hard to secure even at very high prices. A reaction has taken place and the farmers are once more breeding horses, the majority of them in the same old way. If the present methods of horse breeding are not changed, history will surely repeat itself. Farmers should profit by past mistakes and aim to produce horses for a definite purpose. They should cater to the demands of the consumer, who will take care of the surplus horses. If one but looks back and studies the market he will be convinced that there never was a time, even when the depression was at its worst, when a good individual of any of the recognized classes would not fetch a fair price, and the time is far distant, if it ever comes, when such will not be the case.

Horse breeding, when judiciously carried on, has always been and is likely to be a reasonably profitable business for the American

farmer. The great danger in the business is that at the present time, when, owing to the fact that horses are scarce, the horse of no particular breeding or class is commanding a fair price, and many farmers are led to regard a horse of this kind as a profitable animal to produce. Such horses should not be bred, because even when the greatest care and precaution possible are taken in breeding for definite types there will always be a large number of the so-called misfits, which are the first class of horses to be affected by overproduction or any other thing that is likely to cause a depression in the market.

If horses are bred with a definite object in view the breeder will not be seriously affected by overproduction. There has always been and there always will be a fair demand for any of the recognized market types of horses. One of the greatest evils in the horse-breeding business is the patronage of the impure-bred sire, whose services can be had at a low fee. Nothing but pure-bred sires of *the very highest quality* should be used. There are even many pure-bred sires which should never be used for breeding purposes. Just so long as farmers will patronize inferior animals there will be plenty of them in use. Just so soon as farmers reject them there will be a noticeable difference in the number of inferior horses imported from other countries and kept in this country for breeding purposes.

To be a successful breeder of horses the following points are very essential: A man must be perfectly familiar with the horse markets—he must have a thorough knowledge of the various market classes, and know just exactly what constitutes each class. Then he must decide which of those classes is best suited to his tastes and his environments, as some men are competent to produce one class of horses, for instance, the draft horse, successfully, while they might make a total failure in producing some other class, such as the coach horse. Probably the most important requisite is that the breeder be a good judge of a horse; he must understand the proper conformation, action, and characteristics of the horse he is trying to produce, and the greater his knowledge of the internal structure, as bones, muscles, ligaments, nervous system, etc., the better. He must have a clear and well-defined ideal of the type of horse he is going to breed, and then set out with a determination to produce the same. He must not expect that every horse he raises will be of just the type he desires; at best he will be a most fortunate man if 50 per cent approach his ideal. There will always be some misfits—horses which do not belong to any distinct market classes.

CLASSES OF HORSES WHICH CAN BE PROFITABLY PRODUCED.

Under existing conditions there are at least four distinct classes of horses which most farmers can profitably produce. The first and most important is the heavy draft horse, next the carriage, or coach,

horse, the roadster horse, and the saddle horse. There is a market for other classes of horses at the present time, but none of them command very high prices, and most of them are the misfits which are bound to appear from time to time in the effort to produce horses of the first four classes mentioned. Such horses as "chunks," "trammers," and "bussers" are in reality undersized draft horses, and are the result of using a draft stallion on mares weighing from 1,200 to 1,500 pounds.

THE HEAVY DRAFT HORSE.

The heavy draft horse is one of the most profitable classes of horses that the farmer can breed. The draft colt can be reared with less risk and liability to accident than those of the lighter classes. This is partially due to the fact that the draft-bred colt is usually a quieter animal than those of the lighter classes, and thus less liable to injure itself through spirited exercise or playfulness. Furthermore, small bunches and blemishes which detract so seriously from the value of the harness horse or the saddle horse are not considered to be so objectionable in the draft horse. He can also be made to earn his own keep after he is 2 years old, and his education can be completed on the farm; thus the farmer who breeds him can secure his real market value. In the case of the coach horse or the saddle horse the middleman who educates him usually reaps a much greater profit than the man who produced him. This is not true of the draft horse.

Some of the essential points to be considered in selecting a draft horse are: Good feet and legs, plenty of weight, a well-developed body, and good style and action. A draft horse without good feet is worthless on any market, hence good feet are the very first essential of a draft horse, or in fact any class of horse. The hoofs should be large, round, and wide at the heel. They should have width, but not be too deep or too shallow. The horn should be of good quality, as indicated by its denseness. The wall must be strong and not inclined to be flat. The legs should be well set under the body and possess plenty of substance, as indicated by the quality and amount of bone and the development of muscle on the forearms and gaskins. Weight is a very essential point. A draft horse should weigh from 1,800 pounds upward, the more the better, provided it is combined with quality and good feet and legs. The body should be deep, wide, and strongly coupled, as indicated by the shortness of back and the muscling of the loin. Good action is essential, as indicated by the length of stride, quickness of step, and straight-away movement. Draft horses weighing 1,800 pounds and upward can be produced by breeding good draft mares, which combine size and quality, to a first-class sire of any of the recognized breeds of draft horses, as the Percheron, the Clyde, the Shire, and the Belgian. Any of these breeds contain many excellent horses. Each breed has its own peculiarities, perhaps advantages and

disadvantages. Be that as it may, be sure and select a good sire, one which possesses individual excellence backed up by good ancestry.

Fig. 43 shows the different parts of the horse, and is inserted for the benefit of those who are not familiar with the names of these various parts. The illustration will also be helpful in enabling the reader to follow the detailed description of the desirable points in the conformation of the various classes.

POINTS TO BE OBSERVED IN SELECTING A DRAFT HORSE.

In selecting a draft stallion the following points should be observed:

HEAD: Coarseness of the head must be guarded against; ears should be somewhat short, pointed, and not too wide apart at base; forehead

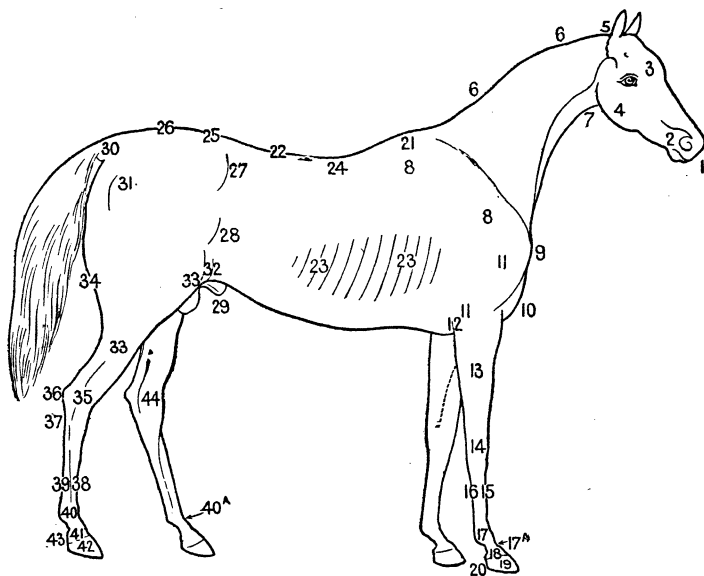


FIG. 43.—Points of the horse: HEAD—1, muzzle; 2, nostril; 3, forehead; 4, jaw; 5, poll. NECK—6-6, crest; 7, windpipe. FORE QUARTER—8-8, shoulder blade; 9, point of shoulder; 10, breast; 11, arm; 12, elbow; 13, forearm; 14, knee; 15, cannon bone; 16, tendon; 17, fetlock; 17A, pastern; 18, coronet; 19, hoof; 20, heel. BODY—21, withers; 22, back; 23, ribs; 24, girth; 25, loins; 26, croup; 27, hip; 28, flank; 29, sheath; 30, root of tail. THE HIND QUARTER—31, hip joint; 32, stifle joint; 33-33, gaskin; 34, quarters; 35, hock; 36, point of hock; 37, location of curb; 38, cannon bone; 39, back sinew; 40, fetlock joint; 40A, pastern; 41, coronet; 42, hoof; 43, heel; 44, location of spavin.

broad and rather flat, with a straight nasal bone; eye bright, full, and mild, with no appearance of a film to interfere with the vision (the natural shape of the eye is elliptical—a spherical form indicates blindness or impaired vision); nostrils large and pink in color; muscle of the cheek well developed; lips firm, and mouth of medium size.

NECK: Medium length, deep at junction of body, continuous with the withers without any line of demarcation; crest well arched, broad, and strong, but not so heavy as to turn to either side. Whole neck should be well muscled and surmounted by a good, heavy mane.

WITHERS: In a line with the neck, rather broad, well defined, and strongly muscled.

SHOULDERS: Medium slope. Extreme slope of shoulder is conducive to good action, but it is objectionable from a draft standpoint; on the other hand, a very upright shoulder is associated with a long back and stubby pasterns, conducive to poor action, as the direct concussion is very liable to cause sidebone. The muscles covering the blades should be well developed.

CHEST: Deep and comparatively broad, giving plenty of volume and lung room, which indicates stamina; legs must not be set on the outside, but well under body. When the legs are very wide apart the horse usually has a rolling action.

ARM: Bone forming arm short and sloping so as to bring the legs well under the body; also well muscled.

ELBOW: Strong and muscular, turning neither in nor out, but fitting closely to the chest.

FOREARM: Large and very heavily muscled. This is a very important point, and one in which a great many horses are very deficient.

KNEE: Well developed, broad from side to side and deep from before backwards; straight from a side view, neither bending forward, called knee sprung, nor backward, called calf knee. It is very important that the knee be well supported, as there should not be the slightest tendency to cut away beneath the knee—a very common defect in many otherwise good horses.

KNEE TO FETLOCK: That portion between the knee and the fetlock, called the cannon bone, broad and flat and free from meatiness; tendons wide, hard, prominent, and must not be tied in beneath the knee. In the case of the Clydesdale and the Shire there should be a fringe of fine, straight, silky hair starting from behind the knee and running to the fetlock. This hair is commonly called "feather," and should not be found on the front of the leg. In the Percheron and the Belgian not so much hair is found.

FETLOCK: Fetlock joint wide and well defined so as to give space for the proper attachment of the tendons that pass this joint.

FRONT PASTERNS: Medium length, strong, and fairly sloping. The slope of the pastern has much to do with the durability of the horse's feet and a marked influence on his action. A short, upright pastern causes direct concussion, which is very hard on the horse; if on pavement he will soon throw out sidebones. On the other hand, a draft horse may have too much length and slope of pastern, so much that he will be weak in his pasterns.

FRONT FEET: Good size, rather round, with a strong wall, not flat; heels wide, and neither too shallow nor too deep; horn dense, and not inclined to shelliness or brittleness; frog well developed; toes turning neither in nor out, but perfectly straight.

BODY: The typical draft horse stands somewhat high in front, and the shoulders and withers blend nicely into the back, giving a short, strong appearance; ribs well sprung, with much depth; foreflank well filled out, indicating chest capacity, giving good lung room. A horse well let down in his hindflank has one of the best indications of a good feeder.

LOIN: Thick, broad, and very heavily muscled, as it is here where the propelling power of the hindquarters is located.

CROUP: Broad and heavily muscled, not too drooping, but out rather straight to the tail, well carried and full haired.

HAUNCH: Heavily muscled, thick through the ham, and hindquarters broad and well muscled.

STIFLE: Well defined, strong, and well muscled.

GASKIN: Very heavily muscled, the bone large, indicating strength.

HOCK: Large and strong and well developed in all directions; point well developed, back border straight, and joint free from puffiness.

HOCK TO FETLOCK JOINT: Cannon bone and feathering the same as in the forelegs; tendons well developed without pinched or tied-in appearance below the joint, and clean without any indication of meatiness or gumminess.

FETLOCK JOINT: Broad, strong, and well defined.

HIND PASTER: Medium length, slope, and of a strong conformation.

HIND FEET: Large, though not as large as the front feet, of even size; horn dense; sole concave, with strong bars and a well-developed elastic frog; heel wide, one-half the length of the toe, and vertical to the ground.

COLOR: Bay, black, gray, brown, chestnut, sorrel, roan, with reasonable modifications so far as the face and leg markings are concerned.

SKIN: Soft, mellow, loose, with a fine, glossy coat of hair.

TEMPERAMENT: Energetic, docile, and not nervous.

STYLE AND ACTION: General appearance attractive; movement smooth, quick, long, elastic, balanced in the walk, and rapid, straight, and regular in the trot.

WEIGHT: From 1,800 pounds upward.

HEIGHT: Sixteen and one-fourth to 17 hands.

The conformation of the draft mare and gelding is of the same general type as that outlined for the stallion, with the exception that they must not be so masculine in appearance. This would be especially noticeable in the neck, withers, and other parts which denote masculinity. The neck should be more delicate and cleaner cut, the crest not so well developed, and the withers not so broad, but better defined. The mare or gelding should not be over 16 hands in height.

Special stress should be paid to the feet and legs and quality, as they are of great value from a durability and market standpoint.

CARRIAGE, OR COACH, HORSES.

Next in importance to the draft horse for the farmer breeder is the carriage, or coach, horse. Some men who are naturally adapted to educating and training horses can produce carriage, or coach, horses much more profitably than draft horses. Horses of this class possessing the desired conformation, style, action, and speed command very high prices and are always in great demand. Perhaps at the present time there is a greater demand for good horses of this class at high prices than for any of the other distinct market types. This is due to two things: (1) Prosperous times in towns and cities have made it possible for many business men to keep such horses for pleasure driving, and (2) very few of them are produced, owing to the fact that most farmers have been following wrong methods in trying to breed such horses.

The ideal carriage, or coach, horse is an animal of high excellence of form, style, action, speed, and education. He must be of good size, standing from 15.3 to 16.2 hands high, and weighing in the neighborhood of 1,200 pounds and upward. He must be endowed with much style, as indicated by a clean-cut head, gracefully carried on a lengthy, well-arched neck, which must blend nicely with the shoulders and back so as to present an elegant contour. He must possess smoothness of back, loin, and hindquarters, which must not be too drooping. The tail should be well carried and full haired. He must have free, easy, high, and attractive action of both knees and hocks. In addition to high action, he must move in a straight line, as neither padding nor rolling of the front feet is admissible. He must not go wide behind nor yet close enough to interfere. Action is an essential point and must receive due consideration in the carriage, or coach, horse. Speed, a few years ago, was not regarded as being necessary. At the present time, however, it is very much in demand, and adds very materially to the market value of this class of horses. Good feet and legs are essential points to be sought for in producing such a horse. Extremely high knee and hock action is very hard on the feet and legs. The duration of the period of usefulness in the carriage, or coach, horse will be increased or shortened by the conformation of the legs and the size and construction of the feet. The pastern should be sloping, so as to do away with direct concussion, which is so hard on the inner parts of the foot. The foot should be large, round, with a well-developed frog, and good width of heel.

The true high-class type of carriage, or coach, horse is difficult to produce. So many things are demanded of him, and if any one is lacking he is almost worthless. His production, notwithstanding his very complex nature, is not accidental, however. He can be produced with average regularity when proper methods of breeding are pursued.

Many enthusiasts have maintained that there was but one fountain head from which all ideal carriage, or coach, horses must arise, and that was the Hackney. They have had a fair trial, but in many instances have been found wanting. The progeny of the Hackney sire and the average mare in most instances has been unsatisfactory. Many of them possess good form, action, and style, but are lacking in size, speed, and stamina. The German coach, the French coach, and the Cleveland Bay have each their admirers, but they, like the Hackney, have in most instances fallen far short of reaching the desired standard. The progeny of such sires usually have sufficient size, style, and action, but they also are lacking in speed and stamina. It is also very difficult by using such a cross to get horses which have good feet and legs. The Cleveland Bay cross in most instances stands too high, and is thus liable to be weak in his legs. The most satisfactory way of producing the coach, or carriage, horse is by the use of a trotting-bred sire which has plenty of size combined with style and action. This method of breeding will usually give an animal with plenty of speed and abundance of stamina. The sire must have plenty of size, good bone, and feet.

POINTS TO BE OBSERVED IN SELECTING A CARRIAGE, OR COACH, HORSE.

In selecting a stallion for carriage or coach purposes, the following points should be observed:

HEAD: Ears of medium size, fine, and approaching each other at tips when pointed forward, and not too wide apart at the base; forehead broad and flat; bones of nose straight in front and slightly dished on lateral surfaces; muscles of cheek well developed; eye prominent, clear, and elliptical in shape; nostrils large and flexible; mouth of medium depth.

NECK: Rather long, head gracefully attached and carried well up; crest well developed and nicely arched.

WITHERS: Well developed and not too thick on top.

SHOULDERS: Sloping and well muscled. Slope of shoulders is very essential in the coach horse, as a sloping shoulder allows of a well-carried head and neck; is also associated with better action.

CHEST: Deep and of medium width. A wide chest, while indicative of constitution, is usually associated with rolling action.

ARM: Strong and thrown well forward.

ELBOW: Strong and muscular, turning neither in nor out, but fitting closely to the body.

FOREARM: Good length, strong muscles, well developed, and standing out boldly.

KNEE: Broad from side to side in front, deep from before backward, and straight in all directions.

KNEE TO FETLOCK: Cannon bone broad and flat, tendon well developed and prominent, skin lying close to bone and tendons, and not much tied-in beneath the knee.

FETLOCKS: Fetlock joint wide and well defined so as to give plenty of room for the proper attachment of the tendons which pass this joint.

FRONT PASTERNS: Sloping, medium length, and strong.

FRONT FEET: Good size, rather round, with a strong wall; heels wide and neither too shallow nor too deep; horn dense; wall strong and frog well developed.

BODY: Back short and strong; loins wide and well muscled; ribs well sprung and closely coupled with a good depth of flank.

CROUP: Medium width, carried out fairly straight to the tail, which should be full haired and well carried.

HAUNCH: Muscles well developed and standing out boldly.

STIFLE: Strong, well defined, and heavily muscled.

GASKIN: Strong and well developed, muscles standing out boldly and well defined.

HOCK: Large and strong in all directions, point well developed, posterior border straight, an absence of coarseness and puffiness.

HOCK TO FETLOCK JOINT: Cannon clean, broader and flatter than the fore ones, tendons standing boldly out and well defined without any indication of beefiness.

FETLOCK JOINT: Fetlock broad, strong, and well defined.

HIND PASTERNS: Sloping, medium length, and strong.

HIND FEET: Same as front feet, but not quite so large.

COLOR: Bay, brown, black, chestnut, sorrel, roan, gray, with reasonable modification. White legs, especially in high-actioned horses, are often desired. In this class a good horse may be a bad color.

SKIN AND HAIR: Soft, mellow, loose skin; fine, silky coat of hair.

TEMPERAMENT: Energetic, docile, not sluggish, and free from nervousness.

STYLE AND ACTION: High and straight away; free and elastic, knee well bent; forefeet lifted well off the ground when in motion and brought straight forward, neither paddling nor rolling; stride long, with an absence of the tarrying action sometimes seen; hocks well flexed and hind feet lifted well up, not going wide nor yet close enough to strike opposite ankle. A horse which does not lift his front feet as high as his knees and his hind feet 7 inches off the ground when in motion is not considered to have high action.

WEIGHT: One thousand one hundred to 1,400 pounds.

HEIGHT: Fifteen and three-fourths to 16 $\frac{3}{4}$ hands.

The conformation of the coach mare and gelding is of the same general type as that outlined for the stallion, with the exception that they should not be so masculine in appearance.

THE ROADSTER HORSE.

Another class of horses in good demand at the present time is the gentleman's driving horse, or more commonly known as the roadster. A good and valuable roadster should not be considered as necessarily a race horse. Few race horses ever make satisfactory roadsters. The roadster should be of fair size, $15\frac{1}{2}$ to 16 hands high, of good and graceful conformation, good color, stylish looking, a free driver, capable of traveling from 12 to 15 miles an hour. He must have good action; not especially high, but long, straight, and regular. He may either trot or pace. This class of horse is sired by a standard-bred sire, and so much the better if he is out of a trotting-bred dam. In this class, as in the other mentioned, size, combined with plenty of quality, is a necessity. Too many would-be roadster horses are worthless on account of lack of size. The ideal roadster is the animal that has sufficient size and strength combined with speed to enable him to draw two in a buggy over heavy roads. Many trotting-bred horses are also too light in bone. Thus, in breeding roadster horses, special attention should be given to size and bone, as they are very essential in the make-up of a high-class roadster horse.

POINTS TO BE CONSIDERED IN SELECTING A ROADSTER HORSE.

In selecting a standard-bred stallion the following points should be observed:

HEAD: Ear of medium size and pointed; eye large, prominent, and of docile expression; bones of the nose straight in front and slightly dished laterally; bones of cranium nicely rounded; nostrils firm, large, and readily dilated; muscles of cheek well developed, but not too heavy; mouth of medium size; lips firm; muzzle fine and tapering; branches of lower jaw well spread apart at their angles.

NECK: Rangy, with a well-developed crest and attached to the head in an angular sort of way, rather of obtuse order.

WITHERS: Should be continuous, with the superior border of the neck well developed, and not too broad.

SHOULDERS: Oblique from above downward and forward, blade well covered with muscles.

CHEST: Very deep through the girth; breast good depth and well filled.

ARM: Strong and well set in.

ELBOW: Well muscled and lying close to the chest.

FOREARM: Well developed and strong, with muscles well defined and standing boldly out.

KNEE: Straight and strong in all directions, free from malformations.

KNEE TO FETLOCK: Cannon bone rather short, broad, flat, and clean; tendons well defined and prominent, not tied-in beneath the knee, and free from beefiness.

FETLOCKS: Fetlock joint wide and well defined.

FRONT PASTERNS: Strong, of medium length and obliquity.

FRONT FEET: Of medium size, rather round, with strong wall; sole rather concave; frog large and well developed; heels broad, strong, and not too deep, toes turning neither in nor out.

BODY: Back straight and rather short; loin broad and well muscled; ribs of good depth, with well-marked angles.

CROUP: Broad, well muscled, and out straight to tail, which should be full haired and well carried.

HAUNCH: Muscles well developed, deep through ham; quarters broad and strong.

STIFLE: Strong, well muscled, and compact.

GASKIN: Muscles prominent and hard.

HOCK: Large and strong in all directions; all parts well developed; free from malformations and puffiness; posterior border straight.

HOCK TO FETLOCK: Cannon bone rather short, broader and flatter than in front; tendons clean and standing out prominently.

FETLOCK JOINT: Large and strong.

HIND PASTERNS: Strong, of medium length and obliquity.

HIND FEET: Smaller and not so round as in front; sole more concave; frog well developed; heels strong and not too deep.

COLOR: Bay, brown, black, chestnut, roan, and gray, with reasonable modifications.

SKIN AND HAIR: Soft, mellow, loose skin; fine, sleek coat of hair.

TEMPERAMENT: Docile, kind, prompt, energetic, and not too nervous.

STYLE AND ACTION: Free and elastic; perfect in trotting gait; a good walker; must not paddle or roll in front; may go wide behind; may either trot or pace; must go level without hitting any part, and be able to go fast.

WEIGHT: One thousand pounds and upward.

HEIGHT: Fifteen to 16½ hands.

The above description will apply to the mare and gelding of this class, except that they will not be so masculine in appearance. The neck should be more delicate and clearer cut, the crest not so well developed, the withers more pronounced, not so thick through and through at the upper part, and there should be a slight line of demarcation between the withers and the neck.

THE SADDLE HORSE.

The saddle horse is always in good demand. He is almost without exception the progeny of the Thoroughbred and his descendant—the American Saddle Horse. The real high-class Thoroughbred possesses more quality than any other breed of horses. He is clean-cut, impressive, breedily looking in every respect. On account of his clean-cut appearance a coarser mare can be bred to this horse than to others. His progeny, except from extremely coarse mares, are seldom lacking in quality and ambition. Horses of this class are often called combination animals, being useful either in the saddle or as a harness horse.

There are two classes of saddle horses, the plain-gaited or walk, trot, and canter horse, and the American-gaited horse, which must go at least five distinct gaits, and possesses excellent manners. The market for a good-sized saddle horse is and always has been good. Most saddle horses are undersized. The heavy-weight saddle horse, capable of carrying up to 220 pounds and over, is a rare animal and always commands a very high price. He is much harder to produce than the smaller animal, and for this purpose a large mare should be selected, 1,200 pounds or more, with as much ambition and quality as possible, and bred to a good big Thoroughbred stallion, weighing in the neighborhood of 1,300. There is always a good demand for the lighter-weight saddle horse, but he does not command such a high price. The gaited saddle horse, or the combination gaited and carriage horse, is in good demand throughout the Central West. Kentucky and Missouri are both prominent in the production of horses of the latter class, which must be very attractive in appearance, docile in disposition, and as well mannered as the saddle horse, responding readily to the hand of his rider.

POINTS TO BE OBSERVED IN SELECTING A SADDLE HORSE.

The following points should be observed in the conformation of the Thoroughbred stallion:

HEAD: Ears fine, not too long, approaching each other at the tips when thrown forward; cranium broad and nicely rounded; forehead flat and broad; eyes wide apart, prominent, and bold in expression; nasal bones straight in front, but slightly dished on lateral surfaces; nostrils firm, large, and flexible, of large capacity when the animal is excited; lips firm; mouth medium-sized; muzzle small and tapering; cheeks well but not too heavily clothed with hard, well-developed muscles; branches of lower jaw well spread apart at their angles.

NECK: Clean-cut and rangy, crest well developed and whipcordy, but not so heavy as in other classes; head attached to neck in a graceful, angular manner; jugular gutter well developed.

WITHERS: Well developed, high, and not too wide on top.

SHOULDERS: Long and oblique so as to give easy action; shoulder blades well covered with muscles.

CHEST: Deep, giving good girth, with a well-filled breast.

ARM: Thrown well forward so as to give an oblique shoulder.

FOREARM: Long, well developed, and strong; well clothed with hard, well-developed muscles, having grooves of demarcation between them, showing the outlines of each individual muscle.

KNEE: Clean, straight, large, and strong in all directions, the bone forming the back part somewhat prominent.

KNEE TO FETLOCK JOINT: Cannon short, broad, flat, and clean; tendons standing out plainly, hard, and whipcordy. The lines of demarcation between tendon and ligament and between ligament and bone must be well supported beneath the knee, not showing any tendency of weakness.

FETLOCKS: Strong and well supported.

FRONT PASTERNS: Strong, medium length, and oblique.

FRONT FEET: Rather smaller in proportion than in other breeds, round, strong, and fairly deep wall; sole concave, frog well developed; heels full and not too deep; toes neither turning in nor out while standing.

BODY: Back strong and inclined to be short, with a long underline; loin broad and well muscled; ribs well sprung and of good depth.

CROUP: Well muscled, carried out straight to tail, which should be full haired and very stylishly carried.

HOCK: Deep and strong in all directions; all points well developed, but not rough; absence of malformations or puffiness; point very well developed, straight on posterior border; the whole joint clean, hard, and of an angular order.

HOCK TO FETLOCK: Cannon short, wider and flatter than in front; tendons well marked individually, and must not have a pinched appearance below joint in front, but very gradually taper in width from hock to fetlock.

FETLOCK JOINT: Large, clean cut, and strong.

HIND PASTERNS: Medium length, sloping, and strong.

HIND FEET: Smaller and not so round as the front ones; sole more concave; frog well developed; heel good width and not too deep.

COLOR: Bay, brown, chestnut, black, roan, and gray, with reasonable modifications.

SKIN AND HAIR: Skin soft, mellow, and loose; hair fine, silky, and straight; hairs of mane and tail, although coarse, straight and soft in comparison with other breeds.

TEMPERAMENT: Mild, energetic, not vicious or too nervous.

ACTION: Prompt, free, and elastic; not too much knee and hock

action, but going rather close to the ground, especially in the canter and gallop; no paddle or roll, and front feet not to go close enough behind to interfere; a good straightaway walker.

WEIGHT: One thousand and fifty to 1,300 pounds.

HEIGHT: Fifteen and one-half to $16\frac{1}{2}$ hands.

The above description will apply fairly well to the saddle horse, except that he will not be so masculine as the stallion. Unless he is a Thoroughbred he will not possess so much quality. He must have good manners, with a mouth that responds readily to the hand of his rider. He must also possess graceful and elastic action in all paces.